

Hongkong Daily Press.

THE  
**DIRECTORY & CHRONICLE**  
FOR 1907.

---

Complete Edition . .	\$10.00
Small           ...   ...   ...	6.00

Orders may be sent to the  
*Hongkong Daily Press* Office and  
to the Local Booksellers

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card	...	...	30 Cents
On Paper	...	...	20 "

On Sale at the *Hongkong Daily Press* Office.  
Hongkong, 26th January, 1907.

## INTIMATION.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED 1841.

WATSON'S

AERATED  
WATERS

FOR

ABSOLUTE

PURITY

AND

PERFECTION

OF

QUALITY

MAINTAIN THE

PREMIER

POSITION

IN THE

FAR EAST.

A. S. WATSON & CO.,  
LIMITED.

AERATED WATER MANUFACTURERS

HONGKONG, CHINA &amp; MANILA.

Hongkong, 24th June, 1907.

30

## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, and for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m., Monday of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PRESS.

Cable: A.S.W. 5th Ed. Lister.

P.O. Box, 34. Telephone No. 12.

## BIRTH.

On June 22nd, at 2 Canton Vill. St. Peck, the wife of L. G. Bitt, of a daughter.

(119)

HONGKONG OFFICE: 10A, DES VUEX ROAD CH.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 25th, 1907.

PERHAPS the most interesting of the recent alliances has been that just concluded between England, France and Spain. Historically the alliance is of course unprecedented: there have been agreements with France about Spain, and agreements with Spain about France; and a general agreement with Portugal as regards both, but an agreement wherein all three were united in a common interest has up to this seldom or never been conceived as possible. Yet there is nothing in the present agreement to denote that any particular change has come across any of the contracting parties. Under like conditions a tripartite agreement such as the present, would have been equally feasible a century ago. The fact is, of course, that neither France, Spain nor England has anything to gain from the other: England discovered a century ago that it was useless for her to try and get a footing on French ground; she blockaded and bombarded, but found herself for all her trouble without a square inch of territory. France found the same in Spain after the Peninsular War, for the old boundary stones had not moved forward an ell. Spain had discovered the like two centuries before; so that the foundation had long been laid, had there only been some reason for erecting a substantial edifice on it. A century ago Algerine pirates still were a source of danger in the

Mediterranean, and although the fact did not lead to any special alliance which was probably not needed, the three Powers acted very much in concert. In 1816 Lord Exmouth bombarded Algiers in return for accumulated insults offered to the flag; and France and Spain were quite content. But the punishment was not sufficient, and in 1830, France had to repeat it; but she went further, and to make matters sure took the town and deposed the Dey. England and Spain were well content to be rid of an annoyance, which moreover was always threatening the peace of Europe. Some startling took place afterwards, and when England in 1840 took Acre, and handed it back to Turkey from whom it had been taken by MEHMET ALI, France threatened war; but found it was not worth fighting for. But things were coming together, and in 1879 England and France together attempted to put Egypt to rights, and placed MOHAMED TAWFIK on the Khedivial throne. Some two years after occurred the rebellion of ARABI, when England decided to go to war, but France would not be persuaded to join, and withdrew in a huff. This for some years revived old jealousies, which fortunately confined themselves to words; but these disputes which had year by year been becoming less serious gave way in 1904 to a general convention when a fair balance of grievances was struck, and the old score finally closed, so that unless new grievances should arise, of which there are none on the horizon, the alliance may be looked upon as good for an indefinite period. This last left it open to France and Spain to come together, and a little conversation can indeed both that while they had a great deal of common interest, they had practically nothing between them to give rise to jealousy or misunderstandings that could not be removed by a little good-humoured giving way on both sides. The most difficult thing to adjust was Morocco; but on comparing notes both found they had far more in agreement than difference, and once the task was assayed the whole fell into order naturally. Curiously Germany here tried to make a little diversion, doubtless thinking that each would be only too ready to seize an apple of discord. The result was the exact opposite, and actually closed any breach that might have been impending, and so the first fytte of the comedy ended.

The most instructive thing in all the play has been undoubtedly that neither France, Spain nor England has found itself in consequence of their agreements called on to make the slightest sacrifice. Neither of the three has in the smallest affair found itself in such a position that it had to yield up a point of vantage ground or undergo any detriment to its dignity or influence as an independent state. One President in France having finished his term of office was able to shuffle off the responsibilities of his post, and retire into private life with the proud feeling that he had done his duty, and gained the approbation of his fellow men whether at home or abroad. The King of Spain undisturbed by smouldering discontent at home, or by warlike threats abroad has been in a position to enjoy his life as no sovereign of Spain has ever been able to do before him; while in England King Edward has found it possible for a monarch without loss of personal or national dignity to take part in the amenities of social life as fully as the most happily circumstanced of his subjects; and so the act, as picturesque as one as ever was staged, closes without a discordant sound.

Nor apparently does the second act open under less genial surroundings. Auspiciously the first scene rises with the presentation of a small baby to the assembled Ambassadors of all the Powers. The Queen of Spain, already endeared to her new subjects as she had before been beloved by her fellow subjects in England, has just given birth to an heir to the crown of Arragon and Castile, and the good news is emphasised by the additional fact that the babe is strong and healthy, and the mother in good trim. For two generations Spain had been in evil case, and the succession jeopardised by pretenders. Under the late monarch, ALFONSO XII, affairs at home commenced to pull themselves together but he died before the birth of his successor, and his Queen, MARIA CRISTINA, had to assume the Regency. Fortunately she was equal to the emergency, and not only governed the Kingdom well, but had her son carefully educated for his high task. But the old evils could not be eradicated in a generation, and before the young King came to govern personally, the old system of misrule had lost to Spain the greater part of her remaining Colonial possessions. Inheriting his mother's capacity for government, the young monarch on assuming the

helm set himself to unite the factions of his somewhat unruly kingdom; and by his active and generous disposition won his way to the hearts of his subjects. It was with these recommendations that he made a tour through the courts of Europe, where his engaging manners made him personally popular, and where he met his destined bride. Many prejudices had to be overcome in both countries before either the English or Spanish people could be brought to look favourably on the alliance; and probably no other monarch than King ALFONSO, whose active life and love of sport had made him a favourite with the English people, could have succeeded. What King ALFONSO's personality had done in England that of his destined bride was soon to do in Spain. When, therefore, the course of events had brought France and England together generally, and affairs in Morocco had thrown France and Spain almost literally into each other's arms, and King ALFONSO's marriage had socially united Spain and England, it was but natural that all three should desire to see the harmony accented by a formal acknowledgement. This is the true explanation of the understanding which contains no new feature not already discounted. Germany has been lawfully fancying, it is true, that the alliance is deliberately intended against her; but of this there is absolutely no evidence. As a fact, Germany has preferred to act alone, and without conferring with her neighbours; and this though possibly intended in a perfectly friendly spirit has as a matter of necessity left her isolated. The man who has determined to play his game off his own bat, however friendly his fellows may be, can hardly look forward to being consulted about the intricacies of the game; and this is what Germany, as led by sensible men, is at last beginning to perceive. On the result depends, most probably, not the peace, but certainly much of the pleasure of the future international amities of Europe.

At the Police Court yesterday Mr. G. N. Orme fined a carpenter \$5.10 for having in his possession twenty-four tools of criminal opinion.

The plague totals at date are 197 cases, 32 fatalities. There were 15 cases last week, and four yesterday. Last week there were three smallpox cases, all Chinese.

The "Petit Journal" understands that the French Government has instructed its officials in the Far East, that the Roman Catholic Protectorate over China, which France has exercised for the past fifty years, is to be withdrawn.

A cruise of the Channel Fleet round the British coasts begins to-day (June 25), and concludes on the last day in August. The following places will be visited:—Yarmouth, the Humber, Queensferry, Aberdeen, Invergordon, Cromarty, the Isle of Man, Aberrystwith, Liverpool, and Lamlash. Opportunities will be given for the inhabitants to visit the ships when in port.

The Inter-State Commerce Commission on May 21 began an investigation into the rates on petroleum and petroleum products in the territory of the Central Freight Association. The complainants, the National Petroleum Association of Cleveland, Ohio, allege that discrimination is practiced in favour of the Standard Oil Company. The evidence involves the Chicago, Milwaukee, and St. Paul Railroad. Altogether about 50 railways of the Middle West are concerned.

A native employed in the Quarry Bay Sugar Works took some old baskets, the property of a contractor, to keep up steam in one of his boilers. One of the contractor's men objected, a quarrel resulted, and the Quarry Bay man was struck across the arm with a knife, a nasty wound being inflicted. When the case came before Mr. G. N. Orme at the Police Court yesterday, his Worship held that the act was committed under provocation, fined the defendant \$5 and bound both men over in the sum of \$5 to keep the peace for six months.

A contrivance for loading coal has recently been invented by a Genoa firm. It is composed of a cylindrical tube containing a special screw worked by a 10-horse-power electric motor. The tube is described as having at one end an inverted funnel into which the coal is emptied, and the screw transfers it to the top end, whence it falls through a lion funnel into the holds or bunkers. Coal can thus be loaded at the rate of 30 tons per hour, or with four of these machines working, one at each hold, nearly 1,000 tons in eight hours. It is claimed that economy of time and labour are obtained, together with less dirt and loss through coal dust.

The Herald states that Mr. Pierpont Morgan has purchased in Paris for more than \$1,000,000 (£200,000) the Hontebel collection of carvings, statuary, and furniture, which is considered by experts the greatest assemblage of objects of the applied arts and crafts in the world. It is officially announced that Mr. Morgan has given the Renaissance portion of the Hontebel collection to the New York Metropolitan Museum of Art, while the medieval portion will be exhibited there as a loan by Mr. Morgan. Sir Pardon Clarke, director of the museum, under whose counsel the purchase was made, is in Europe.

## TELEGRAMS.

[“DAILY PRESS” EXCLUSIVE SERVICE.]

## FRENCH TROUBLES.

LONDON, June 24th.

The state of affairs in the South of France is somewhat improved, though the position is still serious. M. Albert, the leader of the agitation, has still evaded arrest. He visited M. Clemenceau, the Minister of the Interior, at Paris and promised to return South to assist the authorities. The bill to prevent wine adulteration has been passed.

## PORTUGUESE POLITICS.

LONDON, June 24th.

Order has been restored in Portugal.

## MINISTERIAL CHANGES IN GERMANY.

LONDON, June 24th.

The German Minister of the Interior, Graf von Posadowsky, and the Minister of Education Dr. Von Studt have resigned and are succeeded by Dr. von Bethmann-Hollweg, and Herr Halle respectively, while von Moltke joins the Ministry of the Interior.

## SIR FREDERICK AND LADY LUGARD.

LONDON, June 23rd.

Sir Frederick and Lady Lugard left Liverpool on Saturday by the Allan Line steamer *Virginian* for Canada en route to Hongkong.

## HONGKONG AND SHANGHAI BANK SHARES.

LONDON, June 23rd.

Hongkong and Shanghai Bank Shares ex new issue are quoted at £73, and new at £35.

## DUKE OF DEVONSHIRE.

LONDON, June 23rd.

The Duke of Devonshire's illness is serious.

## ITALY.

LONDON, June 23rd.

A strike, followed by riots, has occurred at Naples.

In a motor-car accident at Naples, Prince De Pescara and three nobles were killed.

## PARTY AT WINDSOR.

LONDON, June 23rd.

Eight thousand guests attended King Edward's party at Windsor yesterday.

## OBITUARY.

LONDON, June 23rd.

General Sir John F. Crease, K.C.B., (retired) of the Royal Marine Artillery, who was mentioned in despatches for special services in China 1857-61, is dead.

## GOLF.

LONDON, June 23rd.

Armand Massey, formerly of Berwick, N.B., has again won the open Golf Championship of France.

## JAPANESE MONEY MARKET.

Tokyo, June 24th.

The leading banks recently decided, in the hope of improving the stock market, on a policy of less caution in advancing funds. This action has had good results and stocks are advancing. The extremely cautious attitude of the banks during the past months is being criticised.

Respectability, a quality that no man defends, is now the mere cockshy at which every young person of culture throws his stone.

The poets all along the ages have said that spring shows herself first in some timid snow drop in a quiet nook. We always see her first in a hat-shop window.

## [REUTER'S SERVICE.]

## FRANCE.

LONDON, June 22nd.

The Chamber of Deputies has passed a vote of confidence in the Government, by 327/223.

General Turcas who was in command of the infantry at Narbonne has been dismissed. It is believed that he was responsible for firing on the people. The railway is cut at Poulhan, preventing reinforcements from reaching Beziers. The Sub-Prefect of Beziers has been seized and made a prisoner of by 4,000 peasants for intervening. Telegraph and Telephone lines have been cut at several other points.

## LICENSING COURT.

Mr. F. A. Hazledar presided at a meeting of His Majesty's Justices of the Peace, held at the Magistrate's yesterday afternoon and there were also present Messrs. G. N. Orme, H. R. Craig, W. Bowen Rowlands and Captain Lyons. The business was to consider the following applications:—

1. To transfer from one J. W. Osborne to Owen Elias Owen the Publican's Licence to sell by retail intoxicating liquors on premises at Elgin Road, Kowloon, under the sign of "The Kowloon Hotel."

2. To transfer from one Harry Haynes to Arthur Frederick Davies the Publican's Licence to sell by retail intoxicating liquors on premises numbered 21-31, Queen's Road Central, and 1 to 3, Polder Street, under the sign of "The Hongkong Hotel."

There being no police objections in either case, the transfers were granted.

## SUPPOSED SUICIDE.

After spending ten days in the country, and spending his savings as well, a Chinaman returned to Hongkong last week, bringing his brother with him. The brother had never before left his native place, and was persuaded to do so only by the glowing accounts which his town relative gave of Hongkong. The man from the city told him that he could start as a hawker, and make more money than he ever dreamed of; then he could return to his native village and dwell in peace. This word picture was sufficient to induce the elder brother, and gathering together his belongings he came with the younger to Hongkong, bringing with him \$20, the savings of many months. As he was not used to the customs of this city, he gave his younger brother the money to keep for him. The city relative is alleged to have spent the amount in drink, after which, apparently, his conscience troubled him, and he was afraid to face the brother he had robbed. The way out of the difficulty was done of opium, and it is believed that he swallowed this to escape his brother's anger. The man was removed to hospital shortly after taking the drug, but died the same afternoon.

## ANOTHER DISAPPOINTMENT.

The Bandmann Comedy Company were advertised to open a short season at the City Hall last night, but apparently the late arrival of the steamer from Manila, which did not reach here till after five o'clock, interfered with their plans. At any rate when a considerable number of ladies and gentlemen presented themselves at the Theatre they found the doors closed. They waited and as their numbers increased the chagrin which most of them felt began to find expression. Then it transpired that the scenery was only being taken into the theatre and this convinced the assembly that there would be no performance last night and the crowd soon melted.

## CANTON.

(FROM OUR CORRESPONDENT.)

June 22nd.

Grand preparations are being made by the merchants to receive Viceroy Shun. A large masted is being erected near the Tin Tin Wharf at which His Excellency will land. This shed will be prettily decorated with flowers and bunting on the day of His Excellency's arrival. In the evening of that day this locality will be brilliantly illuminated with Japanese lanterns and electric lights. There will be also a grand display of fireworks in front of the Bannermen's Hall. I am informed that nearly all the steam launches and flower-boats have been engaged by respectable families to watch these proceedings.

## THORNY TASKS.

His Excellency Wu Ting-fan has recently resigned his position as temporary director of the Yuet Han Railway. He has also relinquished his management of the Kowloon-Canton Railway affairs.

## SIX DECAPITATIONS.

Six criminals convicted of kidnapping were executed yesterday.

## LAWLESSNESS.

Wai Chow is in a state of unrest as 98 prisoners have mutinied and escaped with the help of a large band of robbers. These bandits killed several of the guards and took away a quantity of firearms. The authorities have issued rewards to effect their arrest.

To know a thing one must care for it, one must be in sympathy with it, and then secrets and treasures will be revealed which the indifferent cannot find out.

More persistently than ever civilisation is tending to produce the type of man whose mind will not be content with doing nothing.

## SUPREME COURT.

Monday, June 24th.

## IN APPELLATE JURISDICTION.

[BEFORE THE FULL COURT.]

DAVID SASSOON AND CO. v. TUE WING FIRM. Judgment was given in the appeal, in which the Yue Wing firm, of 45, Jervois Street were the appellants, and Messrs. David Sassoon and Co. of 8, Des Voeux Road, the respondents. The appeal was against an order made by the Chief Justice in Chambers, in favour of the plaintiff in the original action.

Sir Henry Berkeley, instructed by Mr. F. X. d'Almeida e Castro, appeared for the appellants, the respondents being represented by Mr. M. W. Elady, instructed by Mr. D. V. Stevenson (of Messrs. Deacon, Looker and Deacon).

The Chief Justice said:—The following is the definition of liquidated damages given in the new Encyclopedia (Vol. IV, page 192): "Whenever the amount to which the plaintiff is entitled can be ascertained by calculation or fixed by any scale of charges or any positive date, it is said to be liquidated, or made clear. But when the amount to be recovered depends on all the circumstances of the case and on the conduct of the parties, and is fixed by opinion or by estimate, the damages are said to be unliquidated." No authority is cited for this proposition, but it seems to me to be very sound law. I acted in the present case on the following variant, which clearly comes within it:—Where the amount to which the plaintiff is entitled is capable of being assessed by a well-known principle of law then the damages are liquidated. With the exception of the above quotation from the Encyclopedia I have not been able to find any other explanation of the real meaning of the phrase—liquidated demand—but there is one which explains the difference between liquidated damages and penalty, which has certainly some affinity with the present question. It is to be found in the Public Works Commission v. Hills (1896 A.C. at page 375) where it is said that a sum specified in the contract is liquidated damages and not a penalty when it is a genuine pre-estimate of the creditor's probable or possible interest in the due performance of the principal obligation. The damages are liquidated because of the genuine pre-estimate of their amount. So it may reasonably be said that if the amount of the demand to be inserted in the particulars of the writ can be pre-estimated in a genuine manner on an acknowledged principle of law then it is liquidated and may form the particulars of claim on a specially endorsed writ. Convenience is certainly in favour of this explanation of the term. The defendant is given at once the fullest particulars of the claim made against him. He is not put at any disadvantage for if he contests either the amount of the claim or the principle of law on which it is assessed he will get leave to defend. The case is absolutely different from a claim for damages for breach of a contract which have to be assessed by a jury or the judge. For the matter by two simple methods. If an application were made to set the case down for hearing before a judge with a jury on the ground that the damages required assessing by a jury of commercial men the application would be refused because the only question is one of law and if the law is right the assessment is already made. Again, supposing the writ not to have been specially endorsed and the defendant not appearing the case was tried in Court ex parte. The claim would be formulated as it is formulated in the particulars of claim, the amounts being supported by vouchers. As to this latter illustration I think it advisable to allude to a point of practice in connection with signing judgment on specially endorsed writs in default of appearance, which has occasioned me some trouble. At home, I believe, signing judgment in these circumstances is a matter of form. But I have introduced a practice here of always requiring the documents, whether promissory notes or mortgages, or whatever they may be, on which the claim is founded to be produced. I have on one or two occasions refused the application because it is not in law. I can find no authority for this action in the English practice books; but it is a good one in the opinion of the Puisne Judge and myself and we take this opportunity of confirming the practice in the Full Court. Applied to such a case as the present it would require the production of the vouchers before the Registrar before judgment is signed. I am glad that this question has been raised in the way it has been, as it has enabled me to consider carefully the reasons for the order I made on this summons in Chambers, where one is obliged often to work more by instinct than on definite principles, if these are not immediately available. I regret that the Court should not be agreed upon a question of practice but though I cannot pretend that the point is clear I do not in any way see my way to alter the opinion I had formed. The plaintiff was right to issue a specially endorsed writ, the principle I have laid down being applicable to all the several items of his claim. These are (a) for balance of account, (b) for damages for non-acceptance of goods estimated on the difference between the actual price in the contract and the price they fetched upon the market when sold, (c) for auctioneer's charges properly incurred in connection with the sale. The defendant was within his rights in raising the initial question of law whether the claim was properly the subject of a specially endorsed writ. This being decided against him the order I originally made stands, and he may if he thinks fit file affidavits in order to obtain leave to defend. I have not referred to *Rannacoe v. Mesquita* (1 Q. B. D. page 416) because it was one of the early decisions on Order XIV, and it seems to me to go great length. But it was



NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and not to the Proprietor. The Editor's Office is situated at the Press, 25th June, 1907.

NEW ADVERTISEMENTS

NOTICE.

THE Interest and Responsibility of EDWARD CONSTANT RAY in the business carried on by him as a Ship and General Broker under the style of "E. C. RAY" ceased on the 28th February, 1907. The business of a SHIP and GENERAL BROKER carried on by me under the said style of "E. C. RAY" since the 28th February, 1907, will henceforth be carried on by me under my own name.

Hongkong, 25th June, 1907. E. H. RAY. 1110

NOTICE.

WE BEG TO GIVE NOTICE that we have taken over the Assets and Liabilities of the EAST ASIATIC TRADING COMPANY. The business will be carried on under the name and style of SCHULDT & CO. at Hongkong.

Hongkong, 25th June, 1907. 1111

WANTED.

WANTED by Young English Lady POSITION in any business house. Apply to— "764," Care of "Daily Press" Office. Hongkong, 25th June, 1907. 1112

LOST.

ON June 18th, a LEI-CHI-KOK, OR WHIRLED TORPEDO. A reward of Fifty Dollars will be paid for its recovery. Apply to— H.M.S. "TAMAR." Hongkong, 25th June, 1907. 1113

TO LET.

NO 5, ORMSBY TERRACE, Kowloon. Cheap rent. Apply to— SPANISH DOMINICAN PROSECUTOR. Hongkong, 25th June, 1907. 1114

NOTICE TO MARINERS.

CHINA SEA. SHANGHAI DISTRICT. SOUTH CHANNEL—ENTRANCE TO THE YANGTZE. KIUCHAN GAS LIGHT-VESSEL. REPLACED IN POSITION.

REFERRING to Notice to Mariners No. 204 (Special), Notice is hereby given that the KIUCHAN GAS LIGHT-VESSEL, having been REPAIRED, has been Replaced in Position.

T. J. ELDRIDGE, Acting Coast Inspector. Coast Inspector's Office, Shanghai, 17th June, 1907. 1115

NOTICE TO MARINERS.

CHINA SEA. SHANGHAI-NINGPO DISTRICTS. LOCATION OF TONGTUNG ISLAND FOG SIGNAL. HAVING reference to Notice to Mariners No. 283 (Special), NOTICE IS HEREBY GIVEN that, because most large vessels that pass TONGTUNG ISLAND keep to the eastward of it, the Fog Horn has been placed on the East side of the Island. All vessels are therefore recommended to pass to the eastward of TONGTUNG ISLAND in thick or foggy weather.

T. J. ELDRIDGE, Acting Coast Inspector. Coast Inspector's Office, Shanghai, 18th June, 1907. 1116

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT is now ready and contains:— Epitome of the Week's News. Leading Articles. The Cables Question. China Telegraphs. "The Colour of London." Japan and the Powers. Consulars. Cables. Our Imperial Outposts. Hongkong Legislative Council. The Sanitary Commission—Government Proposals. Supreme Court. Dragon Boat Festival. Septuagesimarian Parades Traveller. Selling Liquor without a Licence. A Chinese Emigrant to Vancouver. Victoria Recreation Club. Wanted in Hongkong. Hongkong and Shanghai Banking Corporation. Armed Robbers at Shanghai. China Mutual Life Insurance Co., Ltd. Evening Continuation Classes. Macao. Shanghai Municipal Council. Correspondence. The Sanitary Commission. Dwindling Docks. Sanitary Condition of Macao. United States Court for China. Commercial. Shipping.

Extra copies 30 cents each, Cash. Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 Cash for three copies. Subscription: \$12 per Annum, payable in advance; postage \$2. Hongkong, 25th June, 1907.

NEW ADVERTISEMENTS

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship "GREGORY APCAR," Captain S. H. Bolton, will be despatched for the above Ports on THURSDAY, the 27th inst., at Noon. This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly certified Doctor. For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents. Hongkong, 25th June, 1907. 1108

S.S. "ERNEST-SIMONS," COMPAGNIE DES MESSAGERIES MARITIMES. NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Cordonian," and "Moloch" from Havre ex s.s. "Cordonian," and "Frederic Morel" are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M., To-day, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unloaded after the 1st July, 1907, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 1st July, 1907, or they will not be recognised. All damaged packages will be examined on MONDAY, the 1st July, at 3 P.M. No Fire Insurance has been effected. G. de CHAMPEAUX, Agent. Hongkong, 24th June, 1907. 1109

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "GREGORY APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 4 P.M. of the 25th inst., will be landed at Consignees' risk and expense. No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned. DAVID SASSOON & Co., Ltd., Agents. Hongkong, 24th June, 1907. 1108

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "NAMSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M. of the 25th June, will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 24th June, 1907. 1109

INTIMATIONS STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE. THE SETTLEMENTS this month (JUNE) will take place on FRIDAY next, the 28th instant. E. J. MOSES, Hon. Secretary. Hongkong, 22nd June, 1907. 1099

NOTICE. FROM the 1st day of July 1907, the Business and Responsibility of The KOWLOON HOTEL will be taken over by Mr. OWEN ELIAS OWEN. All monies due to the Hotel before the 1st July 1907 are payable to Mr. J. W. OSBORNE alone. J. W. OSBORNE. Hongkong, 20th June, 1907. 1087

NAVY CONTRACT. TENDERS are invited for the SUPPLY of LABOUR and JUNKS in connection with the Coaling of H.M. Fleet, etc., at Hongkong for a Period of 12 Months from the 1st August 1907. Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD, Hongkong, and should be returned not later than Noon on 18th July 1907. A deposit of One hundred Dollars will be required from persons tendering. This will be returned in the event of non-acceptance of tender. Hongkong, 24th June, 1907. 1106

HONGKONG AND SHANGHAI BANKING CORPORATION. NOTICE. INCREASE OF CAPITAL. SHAREHOLDERS are reminded that the FIRST CALL of £15 Sterling per share on the NEW ISSUE OF SHARES will be payable on the 1st July next. For THE HONGKONG AND SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager. Hongkong, 24th June, 1907. 1105

A. LING & CO., FURNITURE STORE, PLATED GLASS AND CROCKERY WARE, &c., &c., and FOGGOW LAQUERED WARE. 19, QUEEN'S ROAD CENTRAL. Hongkong, 21st September, 1903. 778

ENTERTAINMENT

THEATRE ROYAL, CITY HALL.

FOR A SHORT SEASON ONLY.

THE BANDMANN COMEDY CO.

22 LONDON ARTISTS 22

Will present the following London Successes for the First Time in Hongkong—

TONIGHT (TUESDAY), June 25: "LADY HUNTSWORTH'S EXPERIMENT."

WEDNESDAY, June 26: "TWO LITTLE VAGABONDS."

THURSDAY, June 27: "LADY WINDERMERE'S FAN."

FRIDAY, June 28: "THE PRIVATE SECRETARY."

Doors open 8.30; Commence 9 P.M. Plan now open at S. MOUTRIE & Co. Hongkong, 13th June, 1907. 1071

AUCTION PUBLIC AUCTION.

THE Undersigned has received instructions from the Executor of the Estate of the late Mr. Wai ON to Sell by Public Auction On SATURDAY, the 29th June 1907, and MONDAY, the 1st July 1907, Commencing each day at 3.30 P.M. At No. 57, QUEEN'S ROAD, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE

Comprising:— SILK BROADCLOTH UPHOLSTERED DRAWING ROOM SUITE, 6 GERMAN, TELES, VELVET PILLOW CASES, RUGS, LACE CURTAINS, BOOKCASES, BOOKS (Law and Fiction), OIL-PAINTINGS, WATER COLOURS, ORNAMENTS, CHINESE PORCELAIN, &c., &c. FINE TEAK SIDEBOARD with BEVELLED MIRRORS, EXTENSION DINING TABLE, DINING CHAIRS, FINE DINING SERVICE and GLASSWARE (including Silver and E.P. Mounted Decanters and Bottles), TABLE LINEN and NAPERY, CUTLERY, BRASS FENDERS, &c., &c. DOUBLE BRASS MOUNTED BEDSTEAD, FINE TEAK WARDROBES with Bevelled Glass Doors, MARBLED TOP WASHSTANDS, TOILET TABLES, &c. One Very Fine BILLIARD TABLE by Burroughs & Watts, Several Sets of IVORY, BENZELINE & CRYSTALLITE BALLS, SPECIAL MATCH CUES, LEATHER UPHOLSTERED SEATS, &c. One GRAND PIANO by Steinway and Son. One GRAMOPHONE and about 700 RECORDS, including some of the very best. About 400 PIANOLA RECORDS in fine condition. On view from Tuesday the 25th June. Catalogues will be issued. Terms:—Cash on delivery. GEO. P. LAMMERT, Auctioneer. Hongkong, 21st June, 1907. 1097

IN an Action in the CHANCERY DIVISION OF THE HIGH COURT OF JUSTICE IN ENGLAND, in which THE MORGAN CRUCIBLE COMPANY, LIMITED were PLAINTIFFS, and which was brought to restrain infringement of TRADE MARKS and passing off, the Defendants submitted (inter alia) to a perpetual Injunction restraining them and their Servants and Agents

"from in any manner passing off or enabling or assisting others to pass off or acting so as to be calculated to pass off 'any crucibles not being the Plaintiffs' crucibles as or for the Plaintiffs' crucibles by reason of the labels or advertisements used in respect of the same or 'the marks on such crucibles. And from selling or offering or exposing or advertising for sale, or procuring to be sold, 'any such crucibles as aforesaid, UNDER ANY LABELS TRIANGULAR IN SHAPE or under any label mark or description calculated to represent or lead to the belief that such crucibles are 'TRIANGULAR LABEL' or 'TRIANGULAR CHOP' crucibles or crucibles of the Plaintiffs' manufacture. And from any manner infringing the Plaintiffs' registered TRADE MARKS Nos. 20,200 and 270,301 or either of them. And from using or permitting to be used in connection with 'crucibles any labels triangular in shape."

REGULAR HONGKONG-CANTON LINE OF STEAMERS. OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT. S.S. "PAUL BEAU," 1,900 tons, 14 knots. S.S. "CHARLES HARDOUN," 1,900 tons, 14 knots. THE SPEEDIEST, MOST LUXURIOUSLY APPOINTED AND PRINCIPAL STEAMERS ON THE LINE. Departure from Hongkong at 9.30 P.M. (Sundays Excepted). Departure from Canton at 5.15 P.M. (Sundays Excepted). These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The COMPANY'S WHARF is at the end of WING LOK STREET (tram station). For further particulars, please apply to E. PARQUET & CO., Canton Agents. BARRETTO & CO., Agents. Hongkong, 1st April, 1907. 698

INSURANCES

NORTH BRITISH AND MORGAN-TYLE INSURANCE COMPANY. TOTAL FUNDS at 31st December, 1905 £17,837,119.

I. AUTHORIZED CAPITAL, £3,000,000. SUBSCRIBED CAPITAL, 2,750,000. PAID-UP CAPITAL, 837,500 0 0. II. FUND FUNDS, 3,385,720 19 8.

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Agents. Hongkong, 27th April, 1907. 1345

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BROCKELMANN & CO., Agents. Hongkong, 31st April, 1897. 111

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. CARLOWITZ & Co. Hongkong, 13th August 1906. 29

THE NETHERLANDS LLOYD OF AMSTERDAM & BATAVIA. (FIRE AND MARINE INSURANCE COMPANY.)

THE Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS, at Current Rates. LUTGENS, EINSTAMANN & Co., Agents. Hongkong, 1st January, 1907. 124

HONGKONG BUSINESS DIRECTORY.

AUCTIONEER. C. de M. C. VIEIRA-RIBEIRO, Auctioneer. Consignments solicited. Account Sales rendered and settlement effected promptly. No. 84, Queen's Road Central, Hongkong.

BOOKBINDING. "DAILY PRESS" OFFICE. The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS. SINGON & CO., Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. 17, Iron and Foundry, Coke Importers, General Storekeepers and Commission Agents, 35 & 37, Hing Loong Street, (1st Street West of Central Market.) Telephone No. 515.

P. PHOTOGRAPHER. M. MUMBY, JAPANESE ARTIST. Bromide and Cyan Enlargements and also coloring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 84, Queen's Road Central.

PRINTING. "DAILY PRESS" OFFICE. Proofs read by Englishmen.

TYPEWRITERS. F. A. V. RIBEIRO, Typewriting Work Undertaken, Cleaned, Repaired, Overhauled. Charges moderate. (late of the Hongkong Typewriting Bureau) 84, Queen's Road Central (First-floor).

DR. M. H. CHAUN, THE latest Method of the AMERICAN SYSTEM OF DENTISTRY. 33, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. 505

SURGEON DENTIST, No. 10, D'AGUILAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905. 461

COLD STORAGE. THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Storage will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods. Wm. FARLANE, Manager. Hongkong, 18th November, 1901. 47

BOARD AND RESIDENCE. PRIVATE BOARD AND RESIDENCE. MRS. GILLANDERS. "CLAREMONT," 2 & 4, KENNEDY ROAD. Hongkong, 9th February, 1907. 604

FIRST-CLASS BOARD & RESIDENCE. "BRASIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate. Apply to—Mrs. F. W. WATTS, "Braside," 20, Macdonnell Road (late of "Tang Yuen.") Hongkong, 27th June, 1905. 743

TO LET

TO LET. A HOUSE in KNITSFORD TERRACE, KOWLOON. Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st June, 1907. 192

TO LET. NO. 3, CENTURY CRESCENT, Kennedy Road. Apply to— J. R. MICHAEL, No. 1, Prince's Building. Hongkong, 31st May, 1907. 1007

TO LET. Possession FROM 1st APRIL. 2 Semi-attached HOUSES, Nos. 13a and 13c, MACDONNELL ROAD, Each with 7 Rooms, Bath-Room, Kitchen, Servants' Quarters and Grass Tennis Court. Apply to— CHUNG CHINAM, Yan On Marine & Fire Insurance Co., Ltd. Hongkong, 1st March, 1907. 432

TO LET. NO. 2, MACDONNELL ROAD. Apply to— COMPTON'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 3rd June, 1906. 197

TO LET. OFFICES in ALEXANDRA BUILDINGS. Apply to— SECRETARY, A. S. WATSON & Co., Limited. Hongkong, 23rd April, 1907. 180

TO LET. NO. 1, WEST END TERRACE, Shamson Canton. Apply to— HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st June, 1907. 193

TO LET. "BERIL" No. 1, GARDEN ROAD, Kowloon. Containing 8 Rooms and Garden. Possession 1st June, 1907. Apply to— H. M. H. NEMAZEE. Hongkong, 29th May, 1907. 992

TO LET. NO. 21, CONNAUGHT ROAD CENTRAL, suitable for Offices and Godown. Apply on the Premises. Hongkong, 20th March, 1907. 610

TO LET. NOS. 3 & 5, CARNARVON VILLAS, Kowloon. Apply to— HEWAN & Co., No. 15, Connaught Road, West. Hongkong, 1st May, 1907. 324

TO LET. ONE OFFICE-ROOM on Second Floor PRINCE'S BUILDINGS. Apply to— REUTER, BROCKELMANN & Co. Hongkong, 23rd April, 1907. 795

TO BE LET OR SOLD. WITH POSSESSION FROM 1st JUNE— IN WANCHAI ROAD, just thoroughly repaired, about 4000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise. Apply to— "K." Care of "Daily Press" Office. Hongkong, 3rd May, 1907. 870

TO LET. "STONHEVED" 35, Robinson Road. Nos. 27, 29, 31 and 33, SEYMOUR ROAD. 3 New Houses in KENNEDY ROAD, near Wan Chai. Apply to— SAM WANG CO. LTD., 81, Queen's Road Central. Hongkong, 13th November, 1906. 1103

TO LET. 2ND FLOOR NO. 12, QUEEN'S ROAD CENTRAL. No. 38, CAINE ROAD. GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court. No. 1, FAIRVIEW, ROBINSON ROAD, Kowloon. Apply to— LEIGH & ORANGE, 1, Des Vaux Road. Hongkong, 3rd May, 1907. 94

TO LET. FROM 1st JULY. LARGE AND SPACIOUS GODOWNS EAST, at present in the occupation of the Admiralty. Apply to— HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st June, 1907. 809

TO LET. IMMEDIATE POSSESSION. WELLBURN, No. 81 the Peak. Apply to— JAVA-CHINA-JAPAN LIJN, York Buildings. Hongkong, 22nd January, 1907. 254

TO LET. NOS. 3 and 4, OBSERVATORY VILLAS, Kowloon. Moderate Rental. Tennis Court and Electric Lights. No. 46, ELGIN STREET, 6 Rooms with front and back Verandahs. From 1st July, "CHERUB VILLE," A fine Bungalow. Near Observatory Villas. Cheap Rental. Apply to— ARRATON V. APCAR & CO., 45, Wyndham Street. Hongkong, 20th June, 1907. 860

TO LET. ONE FOUR ROOMED HOUSE at Praya East, near East Point. Apply to— JARDINE MATHESON & CO., LTD. Hongkong, 24th June, 1907. 1104

TO LET. IMMEDIATE POSSESSION. GODOWNS Nos. 93, 96, 97 and 100, Praya East. Apply to— CHATER & MODY, Victoria Buildings. Hongkong, 20th June, 1907. 1089

TO LET. OFFICES in KING'S BUILDING and YORK BUILDING. A HOUSE in WONG NEI CHONG ROAD. GODOWNS in PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road. FLATS in MORETON TERRACE. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st June, 1907. 191

TO LET. "GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 25 Rooms. This property would be divided into two or more houses to suit tenants. SMALL BUNGALOW containing Furnished Room with Bathroom and Dressing Room, Kitchen, &c., Close to Barker Road, Tram Station. Suitable for one or two bachelors. BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms. No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor). BELLIOS TERRACE HOUSES, Robinson Road. No. 3, ALBANY. No. 4, ALBANY. Furnished or Unfurnished. House, 1st Row. WELLBURN, No. 81, Peak. 6 Rooms and Tennis Court. A FIVE ROOMED FURNISHED HOUSE in CAMERON VILLAS, Peak. To Let for a Few Months. Excellent condition. Cheap rent. Apply to— Linstead & Davis, 3rd Floor, Alexandra Buildings. Hongkong, 22nd March, 1907. 1102

TO LET. NO. 8 GRANVILLE AVENUE, Kowloon. No. 6, CAMERON TERRACE, Kowloon, (Partly Furnished). Apply to— HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 21st March, 1907. 676

TO LET. NO. 28, LEIGHTON HILL ROAD. Immediate Possession. Apply to— THE COMPTON, Nippon Yusen Kaisha. Hongkong, 4th February, 1907. 335

FOR SALE. TWO VERY VALUABLE PIECES OF LANDED PROPERTY Situated at CANTON near the Hongkong, Canton and Macao Steamboat Company's Wharf and facing the river. The lots contain by admeasurement 50 "changs" or thereabouts. Title Deeds can be seen at the Office of the Undersigned. For further particulars, apply to GOLDING & BARLOW, Solicitors, 10, Queen's Road Central. Hongkong, 22nd May, 1907. 970

COLLECTIONS OF USED POSTAGE STAMPS IN PACKETS. ASIATIC STAMPS. 100 for \$0.80. 150 " 1.75. 200 " 2.50. 250 " 3.75. 275 " 9.00. MIXED STAMPS. 500 for \$ 3.00. 1000 " 10.00. 1500 " 25.00. 2000 " 35.00. 3000 " 95.00. Also Stamps in bags, etc., &c. ARTISTIC PICTORIAL POSTCARDS and all other Philatelic Goods, Inspection invited. GRACA & CO. Hongkong Hotel Corridor.

## BANKS

## INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China the Philippine Islands and the Republic of Panama.

CAPITAL AND SURPLUS  
Authorized ... Gold \$10,000,000  
Capital Paid Up ... Gold \$3,250,000  
Reserve Fund ... Gold \$3,250,000  
HEAD OFFICE: 60, Wall Street, New York.  
LONDON OFFICE: Threadneedle House, E.C.  
Branches and Agents all over the World.

LONDON BANKERS:  
BANK OF ENGLAND.  
NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED.  
THE CAPITAL & COUNTRIES BANK, LIMITED.

BRANCHES AND AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receive money in Current Account at the Rate of 2% per annum on Daily balances and accept Fixed Deposits at the following rates:—  
For 12 months 4% per cent. per annum.  
For 6 " 3 " " " "  
For 3 " 2 " " " "

No. 9, Queen's Road, Central, Hongkong.  
CHAS. R. SCOTT, Manager.  
Hongkong, 1st January, 1907. 793

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$10,000,000  
RESERVE FUND ... \$10,000,000  
STERLING RESERVE ... \$10,000,000  
SILVER RESERVE ... \$10,000,000  
RESERVE LIABILITY OF PROPRIETORS ... \$10,000,000

COMMITTEE OF DIRECTORS:  
G. H. MCDONALD, Esq., Chairman.  
Hon. Mr. HENRY KESWICK, Esq., Deputy Chairman.  
A. Fuchs, Esq.  
E. Goetz, Esq.  
A. Haupt, Esq.  
C. R. Leuzmann, Esq.  
A. J. Raymond, Esq.

CHIEF MANAGER  
Hongkong—J. R. M. SMITH  
MANAGER:  
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2% per cent. per annum on the daily balance.  
On Fixed Deposits:  
For 3 months, 2% per cent. per annum.  
For 6 months, 3% per cent. per annum.  
For 12 months, 4% per cent. per annum.  
J. R. M. SMITH, Chief Manager.  
Hongkong, 14th June, 1907. 21

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.  
INTEREST on deposits is allowed at 3% per cent. per annum.  
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4% per cent. per annum.  
For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH, Chief Manager.  
Hongkong, 12th January, 1907. 22

## NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK)  
Established 1863.  
Authorized Capital Fl. 15,000,000 (€12,500,000)  
Subscribed Capital Fl. 10,000,000 (Paid up)  
Reserve Fund Fl. 1,628,550.19 (€135,737)

HEAD OFFICE: AMSTERDAM.  
SUB-OFFICE: THE HAGUE.  
HEAD AGENCY: BATAVIA.  
BRANCHES at: Singapore, Sourabaya, Samarang, Indragajah, Bandong and Weltevreden.  
CORRESPONDENTS at: Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS:  
(THE WILLIAMS DEACONS BANK, LD)  
London (SWISS BANK CORP.)  
Paris: COMPTON NATIONAL D'ESCOMPTE DE PARIS.  
Berlin: DEUTSCHE BANK.  
Brussels: BANQUE DE PARIS ET DES PAYS BAS.  
Vienna: UNION BANK.  
Rome: BANCA COMMERCIAL ITALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.  
On Current Account at the Rate of 2% per annum on the Daily Balances.  
On Fixed Deposits: 12 months 4% per annum.  
do. 6 do. 3% do.  
do. 3 do. 3% do.  
J. BOETTJE, Manager.  
No. 16, Des Vaux Road Central.  
27

## THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)  
CAPITAL SUBSCRIBED ... Yen 5,000,000  
CAPITAL PAID-UP ... 3,750,000

HEAD OFFICE: TAIPEH, FORMOSA.  
BRANCHES AND AGENTS:  
Amoy, Anping, Fuchow, Keelung, Swatow, Kobe, Nagasaki, Osaka, Shanghai, Yokohama, Tainan, Taipei.

HONGKONG OFFICE:  
3, Des Vaux Road.  
Interest allowed on Current Account Deposits received on terms which may be learned on application.  
D. TOWDOW, Manager.  
Hongkong, 5th April, 1907. 842

## BANKS

## THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000  
SUBSCRIBED ... 1,125,000  
PAID-UP ... 662,500  
RESERVE FUND ... 170,000

LONDON JOINT STOCK BANK, LIMITED.  
INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.  
On Fixed Deposits:—  
For 12 months ... 4%  
For 6 " ... 3%  
For 3 " ... 2%  
EVAN ORMISTON, Manager.  
Hongkong, 30th April, 1907. 24

## DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP ... Sh. Tels 7,500,000  
HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS, BERLIN.

BRANCHES:  
Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tainanfu, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:—  
KÖNIGLICHES SIEBENBRÜNNEN (PREUSSISCHES STAATSBANK) Berlin.  
DIREKTION DER DISKONTO-GESSELLSCHAFT DEUTSCHE BANK S. B. L. HAMBURG BERLINER HANDELS-GESSELLSCHAFT Berlin.  
BANK LOBE HANDEL UND INDUSTRIE ROBERT WARSCHAUER & CO. MENDELSSOHN & CO. M. A. VON ROTHSCHILD & SOHNEN JACOB S. H. STEIN NORDDEUTSCHE BANK IN HAMBURG, HAMBURG SAL. OPPENHEIM, JR. & CO. KÖLN. BAYERISCHE HYPOTHEKEN UND WECHSELBANK, MÜNCHEN.

Frankfurt a/M.

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY DIREKTION DER DISKONTO-GESSELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

F. JUNG, Manager.  
Hongkong 7th January 1907. 25

## THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000  
RESERVE FUNDS ... 11,550,000

BRANCHES AND AGENCIES:  
Tokyo, Kobe, Osaka, Nagasaki, London, Lyons, New York, San Francisco, Honolulu, Bombay, Shanghai, Hankow, Chefoo, Tientsin, Peking, Nanchang, Dairen, Port Arthur, Amoy, Lioyang, Mukden, Tieling, Chung Chua.

HEAD OFFICE—YOKOHAMA.  
HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2% per cent. per annum on the daily balance.  
On fixed deposits for 12 months 5% per annum.  
" " " " 3 " 4% " "  
" " " " 3 " 3% " "  
TAKEO TAKAMICHI, Manager.  
Hongkong, 6th April, 1907. 560

## NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).  
Established 1824.  
PAID UP CAPITAL Fl. 45,000,000 (€37,500,000)  
RESERVE FUND ... Fl. 5,000,000 (€417,000)

HEAD OFFICE: AMSTERDAM.  
HEAD-AGENCY BATAVIA.  
Branches: Singapore, Penang, Shanghai, Bangkok, Sourabaya, Cheribon, Tegal, Pecalongan, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kolak, Radja, (Achen) Bandjermain.  
Correspondents at: Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues Letters of Credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.  
On Current Accounts 2% per annum on daily balances.  
On Fixed Deposits 12 months 4% per annum.  
do. 6 do. 4% do.  
do. 3 do. 3% do.  
J. L. VAN HOUTEN Agent.  
Hongkong, 6th June, 1907. 26

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

(INCORPORATED BY ROYAL CHARTER, 1854).  
HEAD OFFICE—LONDON.  
PAID-UP CAPITAL ... £800,000  
Shortly to be increased to £1,200,000  
RESERVE FUND ... £1,075,000  
Shortly to be increased to £1,475,000  
RESERVE LIABILITY OF PROPRIETORS ... £800,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balance.  
On Fixed Deposits for 12 months 4% per cent.  
" 6 " 3% " "  
" 3 " 2% " "  
JOHN ARMSTRONG, Manager.  
Hongkong, 16th May, 1907. 115

## FUNNELS AND FLAGS.

## THE GOVERNOR'S VOYAGE.

The Allan Line steamer *Virginia* on which Sir Frederick and Lady Lazard are now crossing the Atlantic was the first turbine-propelled liner to cross the Atlantic. She is a steamer of 10,774 tons and was launched in 1905. The *Virginia* and her sister ship *Victoria*, both 17 knot boats, beat all records, the passage of the former in July 1906 between Rimouski and Montreal in 5 days 17 hours being the fastest.

THE SHIPPING KING'S COMMISSION.  
The 12th annual Congress of the Association of Chambers of Commerce of South Africa has passed the following resolutions with the understanding that they should be forwarded to the Royal Commission on Shipping Kings. The first and third of these resolutions were carried unanimously, and the second was passed by 28 votes to six. The resolutions, in their order, were as follows:—

1. That the present rates of sea-freight from the United Kingdom are excessive, and that the rates of freight by the Conference lines should be abolished at the earliest possible moment in order that a fair competition may be established among the various steam lines for the future; this Congress would, therefore, recommend that in entering into contracts for the conveyance of stores and material to the South African colonies the Imperial and Colonial Governments should stipulate that the contracting steamship companies should agree (1) to give no rebates to any shippers whatsoever, and (2) not to enter into any combination having for its object the maintaining of rates of freight above the ruling rates in the open market. "That the steamship rates from Europe and America to the various South African ports should be fixed on mileage distances and not as at present, on a tonnage basis." "That in the next annual mail contract the Governments of South Africa should give effect to the following principles:—(a) That public tenders be called for in open market; (b) that the new service should provide for greater speed, equivalent to a reduction of 24 hours, both outward and homeward bound; and (c) that the Governments' freight requirements should be kept separate and distinct from the mail contract." Mr. J. W. Jagger, in moving the latter resolution, said the present contract terminated September 30, 1910.

2. That the present rates of sea-freight from the United Kingdom are excessive, and that the rates of freight by the Conference lines should be abolished at the earliest possible moment in order that a fair competition may be established among the various steam lines for the future; this Congress would, therefore, recommend that in entering into contracts for the conveyance of stores and material to the South African colonies the Imperial and Colonial Governments should stipulate that the contracting steamship companies should agree (1) to give no rebates to any shippers whatsoever, and (2) not to enter into any combination having for its object the maintaining of rates of freight above the ruling rates in the open market. "That the steamship rates from Europe and America to the various South African ports should be fixed on mileage distances and not as at present, on a tonnage basis." "That in the next annual mail contract the Governments of South Africa should give effect to the following principles:—(a) That public tenders be called for in open market; (b) that the new service should provide for greater speed, equivalent to a reduction of 24 hours, both outward and homeward bound; and (c) that the Governments' freight requirements should be kept separate and distinct from the mail contract." Mr. J. W. Jagger, in moving the latter resolution, said the present contract terminated September 30, 1910.

3. That the present rates of sea-freight from the United Kingdom are excessive, and that the rates of freight by the Conference lines should be abolished at the earliest possible moment in order that a fair competition may be established among the various steam lines for the future; this Congress would, therefore, recommend that in entering into contracts for the conveyance of stores and material to the South African colonies the Imperial and Colonial Governments should stipulate that the contracting steamship companies should agree (1) to give no rebates to any shippers whatsoever, and (2) not to enter into any combination having for its object the maintaining of rates of freight above the ruling rates in the open market. "That the steamship rates from Europe and America to the various South African ports should be fixed on mileage distances and not as at present, on a tonnage basis." "That in the next annual mail contract the Governments of South Africa should give effect to the following principles:—(a) That public tenders be called for in open market; (b) that the new service should provide for greater speed, equivalent to a reduction of 24 hours, both outward and homeward bound; and (c) that the Governments' freight requirements should be kept separate and distinct from the mail contract." Mr. J. W. Jagger, in moving the latter resolution, said the present contract terminated September 30, 1910.

4. That the present rates of sea-freight from the United Kingdom are excessive, and that the rates of freight by the Conference lines should be abolished at the earliest possible moment in order that a fair competition may be established among the various steam lines for the future; this Congress would, therefore, recommend that in entering into contracts for the conveyance of stores and material to the South African colonies the Imperial and Colonial Governments should stipulate that the contracting steamship companies should agree (1) to give no rebates to any shippers whatsoever, and (2) not to enter into any combination having for its object the maintaining of rates of freight above the ruling rates in the open market. "That the steamship rates from Europe and America to the various South African ports should be fixed on mileage distances and not as at present, on a tonnage basis." "That in the next annual mail contract the Governments of South Africa should give effect to the following principles:—(a) That public tenders be called for in open market; (b) that the new service should provide for greater speed, equivalent to a reduction of 24 hours, both outward and homeward bound; and (c) that the Governments' freight requirements should be kept separate and distinct from the mail contract." Mr. J. W. Jagger, in moving the latter resolution, said the present contract terminated September 30, 1910.

5. That the present rates of sea-freight from the United Kingdom are excessive, and that the rates of freight by the Conference lines should be abolished at the earliest possible moment in order that a fair competition may be established among the various steam lines for the future; this Congress would, therefore, recommend that in entering into contracts for the conveyance of stores and material to the South African colonies the Imperial and Colonial Governments should stipulate that the contracting steamship companies should agree (1) to give no rebates to any shippers whatsoever, and (2) not to enter into any combination having for its object the maintaining of rates of freight above the ruling rates in the open market. "That the steamship rates from Europe and America to the various South African ports should be fixed on mileage distances and not as at present, on a tonnage basis." "That in the next annual mail contract the Governments of South Africa should give effect to the following principles:—(a) That public tenders be called for in open market; (b) that the new service should provide for greater speed, equivalent to a reduction of 24 hours, both outward and homeward bound; and (c) that the Governments' freight requirements should be kept separate and distinct from the mail contract." Mr. J. W. Jagger, in moving the latter resolution, said the present contract terminated September 30, 1910.

6. That the present rates of sea-freight from the United Kingdom are excessive, and that the rates of freight by the Conference lines should be abolished at the earliest possible moment in order that a fair competition may be established among the various steam lines for the future; this Congress would, therefore, recommend that in entering into contracts for the conveyance of stores and material to the South African colonies the Imperial and Colonial Governments should stipulate that the contracting steamship companies should agree (1) to give no rebates to any shippers whatsoever, and (2) not to enter into any combination having for its object the maintaining of rates of freight above the ruling rates in the open market. "That the steamship rates from Europe and America to the various South African ports should be fixed on mileage distances and not as at present, on a tonnage basis." "That in the next annual mail contract the Governments of South Africa should give effect to the following principles:—(a) That public tenders be called for in open market; (b) that the new service should provide for greater speed, equivalent to a reduction of 24 hours, both outward and homeward bound; and (c) that the Governments' freight requirements should be kept separate and distinct from the mail contract." Mr. J. W. Jagger, in moving the latter resolution, said the present contract terminated September 30, 1910.

7. That the present rates of sea-freight from the United Kingdom are excessive, and that the rates of freight by the Conference lines should be abolished at the earliest possible moment in order that a fair competition may be established among the various steam lines for the future; this Congress would, therefore, recommend that in entering into contracts for the conveyance of stores and material to the South African colonies the Imperial and Colonial Governments should stipulate that the contracting steamship companies should agree (1) to give no rebates to any shippers whatsoever, and (2) not to enter into any combination having for its object the maintaining of rates of freight above the ruling rates in the open market. "That the steamship rates from Europe and America to the various South African ports should be fixed on mileage distances and not as at present, on a tonnage basis." "That in the next annual mail contract the Governments of South Africa should give effect to the following principles:—(a) That public tenders be called for in open market; (b) that the new service should provide for greater speed, equivalent to a reduction of 24 hours, both outward and homeward bound; and (c) that the Governments' freight requirements should be kept separate and distinct from the mail contract." Mr. J. W. Jagger, in moving the latter resolution, said the present contract terminated September 30, 1910.

8. That the present rates of sea-freight from the United Kingdom are excessive, and that the rates of freight by the Conference lines should be abolished at the earliest possible moment in order that a fair competition may be established among the various steam lines for the future; this Congress would, therefore, recommend that in entering into contracts for the conveyance of stores and material to the South African colonies the Imperial and Colonial Governments should stipulate that the contracting steamship companies should agree (1) to give no rebates to any shippers whatsoever, and (2) not to enter into any combination having for its object the maintaining of rates of freight above the ruling rates in the open market. "That the steamship rates from Europe and America to the various South African ports should be fixed on mileage distances and not as at present, on a tonnage basis." "That in the next annual mail contract the Governments of South Africa should give effect to the following principles:—(a) That public tenders be called for in open market; (b) that the new service should provide for greater speed, equivalent to a reduction of 24 hours, both outward and homeward bound; and (c) that the Governments' freight requirements should be kept separate and distinct from the mail contract." Mr. J. W. Jagger, in moving the latter resolution, said the present contract terminated September 30, 1910.

9. That the present rates of sea-freight from the United Kingdom are excessive, and that the rates of freight by the Conference lines should be abolished at the earliest possible moment in order that a fair competition may be established among the various steam lines for the future; this Congress would, therefore, recommend that in entering into contracts for the conveyance of stores and material to the South African colonies the Imperial and Colonial Governments should stipulate that the contracting steamship companies should agree (1) to give no rebates to any shippers whatsoever, and (2) not to enter into any combination having for its object the maintaining of rates of freight above the ruling rates in the open market. "That the steamship rates from Europe and America to the various South African ports should be fixed on mileage distances and not as at present, on a tonnage basis." "That in the next annual mail contract the Governments of South Africa should give effect to the following principles:—(a) That public tenders be called for in open market; (b) that the new service should provide for greater speed, equivalent to a reduction of 24 hours, both outward and homeward bound; and (c) that the Governments' freight requirements should be kept separate and distinct from the mail contract." Mr. J. W. Jagger, in moving the latter resolution, said the present contract terminated September 30, 1910.

10. That the present rates of sea-freight from the United Kingdom are excessive, and that the rates of freight by the Conference lines should be abolished at the earliest possible moment in order that a fair competition may be established among the various steam lines for the future; this Congress would, therefore, recommend that in entering into contracts for the conveyance of stores and material to the South African colonies the Imperial and Colonial Governments should stipulate that the contracting steamship companies should agree (1) to give no rebates to any shippers whatsoever, and (2) not to enter into any combination having for its object the maintaining of rates of freight above the ruling rates in the open market. "That the steamship rates from Europe and America to the various South African ports should be fixed on mileage distances and not as at present, on a tonnage basis." "That in the next annual mail contract the Governments of South Africa should give effect to the following principles:—(a) That public tenders be called for in open market; (b) that the new service should provide for greater speed, equivalent to a reduction of 24 hours, both outward and homeward bound; and (c) that the Governments' freight requirements should be kept separate and distinct from the mail contract." Mr. J. W. Jagger, in moving the latter resolution, said the present contract terminated September 30, 1910.

11. That the present rates of sea-freight from the United Kingdom are excessive, and that the rates of freight by the Conference lines should be abolished at the earliest possible moment in order that a fair competition may be established among the various steam lines for the future; this Congress would, therefore, recommend that in entering into contracts for the conveyance of stores and material to the South African colonies the Imperial and Colonial Governments should stipulate that the contracting steamship companies should agree (1) to give no rebates to any shippers whatsoever, and (2) not to enter into any combination having for its object the maintaining of rates of freight above the ruling rates in the open market. "That the steamship rates from Europe and America to the various South African ports should be fixed on mileage distances and not as at present, on a tonnage basis." "That in the next annual mail contract the Governments of South Africa should give effect to the following principles:—(a) That public tenders be called for in open market; (b) that the new service should provide for greater speed, equivalent to a reduction of 24 hours, both outward and homeward bound; and (c) that the Governments' freight requirements should be kept separate and distinct from the mail contract." Mr. J. W. Jagger, in moving the latter resolution, said the present contract terminated September 30, 1910.

12. That the present rates of sea-freight from the United Kingdom are excessive, and that the rates of freight by the Conference lines should be abolished at the earliest possible moment in order that a fair competition may be established among the various steam lines for the future; this Congress would, therefore, recommend that in entering into contracts for the conveyance of stores and material to the South African colonies the Imperial and Colonial Governments should stipulate that the contracting steamship companies should agree (1) to give no rebates to any shippers whatsoever, and (2) not to enter into any combination having for its object the maintaining of rates of freight above the ruling rates in the open market. "That the steamship rates from Europe and America to the various South African ports should be fixed on mileage distances and not as at present, on a tonnage basis." "That in the next annual mail contract the Governments of South Africa should give effect to the following principles:—(a) That public tenders be called for in open market; (b) that the new service should provide for greater speed, equivalent to a reduction of 24 hours, both outward and homeward bound; and (c) that the Governments' freight requirements should be kept separate and distinct from the mail contract." Mr. J. W. Jagger, in moving the latter resolution, said the present contract terminated September 30, 1910.

13. That the present rates of sea-freight from the United Kingdom are excessive, and that the rates of freight by the Conference lines should be abolished at the earliest possible moment in order that a fair competition may be established among the various steam lines for the future; this Congress would, therefore, recommend that in entering into contracts for the conveyance of stores and material to the South African colonies the Imperial and Colonial Governments should stipulate that the contracting steamship companies should agree (1) to give no rebates to any shippers whatsoever, and (2) not to enter into any combination having for its object the maintaining of rates of freight above the ruling rates in the open market. "That the steamship rates from Europe and America to the various South African ports should be fixed on mileage distances and not as at present, on a tonnage basis." "That in the next annual mail contract the Governments of South Africa should give effect to the following principles:—(a) That public tenders be called for in open market; (b) that the new service should provide for greater speed, equivalent to a reduction of 24 hours, both outward and homeward bound; and (c) that the Governments' freight requirements should be kept separate and distinct from the mail contract." Mr. J. W. Jagger, in moving the latter resolution, said the present contract terminated September 30, 1910.

14. That the present rates of sea-freight from the United Kingdom are excessive, and that the rates of freight by the Conference lines should be abolished at the earliest possible moment in order that a fair competition may be established among the various steam lines for the future; this Congress would, therefore, recommend that in entering into contracts for the conveyance of stores and material to the South African colonies the Imperial and Colonial Governments should stipulate that the contracting steamship companies should agree (1) to give no rebates to any shippers whatsoever, and (2) not to enter into any combination having for its object the maintaining of rates of freight above the ruling rates in the open market. "That the steamship rates from Europe and America to the various South African ports should be fixed on mileage distances and not as at present, on a tonnage basis." "That in the next annual mail contract the Governments of South Africa should give effect to the following principles:—(a) That public tenders be called for in open market; (b) that the new service should provide for greater speed, equivalent to a reduction of 24 hours, both outward and homeward bound; and (c) that the Governments' freight requirements should be kept separate and distinct from the mail contract." Mr. J. W. Jagger, in moving the latter resolution, said the present contract terminated September 30, 1910.

15. That the present rates of sea-freight from the United Kingdom are excessive, and that the rates of freight by the Conference lines should be abolished at the earliest possible moment in order that a fair competition may be established among the various steam lines for the future; this Congress would, therefore, recommend that in entering into contracts for the conveyance of stores and material to the South African colonies the Imperial and Colonial Governments should stipulate that the contracting steamship companies should agree (1) to give no rebates to any shippers whatsoever, and (2) not to enter into any combination having for its object the maintaining of rates of freight above the ruling rates in the open market. "That the steamship rates from Europe and America to the various South African ports should be fixed on mileage distances and not as at present, on a tonnage basis." "That in the next annual mail contract the Governments of South Africa should give effect to the following principles:—(a) That public tenders be called for in open market; (b) that the new service should provide for greater speed, equivalent to a reduction of 24 hours, both outward and homeward bound; and (c) that the Governments' freight requirements should be kept separate and distinct from the mail contract." Mr. J. W. Jagger, in moving the latter resolution, said the present contract terminated September 30, 1910.

16. That the present rates of sea-freight from the United Kingdom are excessive, and that the rates of freight by the Conference lines should be abolished at the earliest possible moment in order that a fair competition may be established among the various steam lines for the future; this Congress would, therefore, recommend that in entering into contracts for the conveyance of stores and material to the South African colonies the Imperial and Colonial Governments should stipulate that the contracting steamship companies should agree (1) to give no rebates to any shippers whatsoever, and (2) not to enter into any combination having for its object the maintaining of rates of freight above the ruling rates in the open market. "That the steamship rates from Europe and America to the various South African ports should be fixed on mileage distances and not as at present, on a tonnage basis." "That in the next annual mail contract the Governments of South Africa should give effect to the following principles:—(a) That public tenders be called for in open market; (b) that the new service should provide for greater speed, equivalent to a reduction of 24 hours, both outward and homeward bound; and (c) that the Governments' freight requirements should be kept separate and distinct from the mail contract." Mr. J. W. Jagger, in moving the latter resolution, said the present contract terminated September 30, 1910.

17. That the present rates of sea-freight from the United Kingdom are excessive, and that the rates of freight by the Conference lines should be abolished at the earliest possible moment in order that a fair competition may be established among the various steam lines for the future; this Congress would, therefore, recommend that in entering into contracts for the conveyance of stores and material to the South African colonies the Imperial and Colonial Governments should stipulate that the contracting steamship companies should agree (1) to give no rebates to any shippers whatsoever, and (2) not to enter into any combination having for its object the maintaining of rates of freight above the ruling rates in the open market. "That the steamship rates from Europe and America to the various South African ports should be fixed on mileage distances and not as at present, on a tonnage basis." "That in the next annual mail contract the Governments of South Africa should give effect to the following principles:—(a) That public tenders be called for in open market; (b) that the new service should provide for greater speed, equivalent to a reduction of 24 hours, both outward and homeward bound; and (c) that the Governments' freight requirements should be kept separate and distinct from the mail contract." Mr. J. W. Jagger, in moving the latter resolution, said the present contract terminated September 30, 1910.

18. That the present rates of sea-freight from the United Kingdom are excessive, and that the rates of freight by the Conference lines should be abolished at the earliest possible moment in order that a fair competition may be established among the various steam lines for the future; this Congress would, therefore, recommend that in entering into contracts for the conveyance of stores and material to the South African colonies the Imperial and Colonial Governments should stipulate that the contracting steamship companies should agree (1) to give no rebates to any shippers whatsoever, and (2) not to enter into any combination having for its object the maintaining of rates of freight above the ruling rates in the open market. "That the steamship rates from Europe and America to the various South African ports should be fixed on mileage distances and not as at present, on a tonnage basis." "That in the next annual mail contract the Governments of South Africa should give effect to the following principles:—(a) That public tenders be called for in open market; (b) that the new service should provide for greater speed, equivalent to a reduction of 24 hours, both outward and homeward bound; and (c) that the Governments' freight requirements should be kept separate and distinct from the mail contract." Mr. J. W. Jagger, in moving the latter resolution, said the present contract terminated September 30, 1910.

19. That the present rates of sea-freight from the United Kingdom are excessive, and that the rates of freight by the Conference lines should be abolished at the earliest possible moment in order that a fair competition may be established among the various steam lines for the future; this Congress would, therefore, recommend that in entering into contracts for the conveyance of stores and material to the South African colonies the Imperial and Colonial Governments should stipulate that the contracting steamship companies should agree (1) to give no rebates to any shippers whatsoever, and (2) not to enter into any combination having for its object the maintaining of rates of freight above the ruling rates in the open market. "That the steamship rates from Europe and America to the various South African ports should be fixed on mileage distances and not as at present, on a tonnage basis." "That in the next annual mail contract the Governments of South Africa should give effect to the following principles:—(a) That public tenders be called for in open market; (b) that the new service should provide for greater speed, equivalent to a reduction of 24 hours, both outward and homeward bound; and (c) that the Governments' freight requirements should be kept separate and distinct from the mail contract." Mr. J. W. Jagger, in moving the latter resolution, said the present contract terminated September 30, 1910.

20. That the present rates of sea-freight from the United Kingdom are excessive, and that the rates of freight by the Conference lines should be abolished at the earliest possible moment in order that a fair competition may be established among the various steam lines for the future; this Congress would, therefore, recommend that in entering into contracts for the conveyance of stores and material to the South African colonies the Imperial and Colonial Governments should stipulate that the contracting steamship companies should agree (1) to give no rebates to any shippers whatsoever, and (2) not to enter into any combination having for its object the maintaining of rates of freight above the ruling rates in the open market. "That the steamship rates from Europe and America to the various South African ports should be fixed on mileage distances and not as at present, on a tonnage basis." "That in the next annual mail contract the Governments of South Africa should give effect to the following principles:—(a) That public tenders be called for in open market; (b) that the new service should provide for greater speed, equivalent to a reduction of 24 hours, both outward and homeward bound; and (c) that the Governments' freight requirements should be kept separate and distinct from the mail contract." Mr. J. W. Jagger, in moving the latter resolution, said the present contract terminated September 30, 1910.

21. That the present rates of sea-freight from the United Kingdom are excessive, and that the rates of freight by the Conference lines should be abolished at the earliest possible moment in order that a fair competition may be established among the various steam lines for the future; this Congress would, therefore, recommend that in entering into contracts for the conveyance of stores and material to the South African colonies the Imperial and Colonial Governments should stipulate that the contracting steamship companies should agree (1) to give no rebates to any shippers whatsoever, and (2) not to enter into any combination having for its object the maintaining of rates of freight above the ruling rates in the open market. "That the steamship rates from Europe and America to the various South African ports should be fixed on mileage distances and not as at present, on a tonnage basis." "That in the next annual mail contract the Governments of South Africa should give effect to the following principles:—(a) That public tenders be called for in open market; (b) that the new service should provide for greater speed, equivalent to a reduction of 24 hours, both outward and homeward bound; and (c) that the Governments' freight requirements should be kept separate and distinct from the mail contract." Mr. J. W. Jagger, in moving the latter resolution, said the present contract terminated September 30, 1910.

22. That the present rates of sea-freight from the United Kingdom are excessive, and that the rates of freight by the Conference lines should be abolished at the earliest possible moment in order that a fair competition may be established among the various steam lines for the future; this Congress would, therefore, recommend that in entering into contracts for the conveyance of stores and material to the South African colonies the Imperial and Colonial Governments should stipulate that the contracting steamship companies should agree (1) to give no rebates to any shippers whatsoever, and (2) not to enter into any combination having for its object the maintaining of rates of freight above the ruling rates in the open market. "That the steamship rates from Europe and America to the various South African ports should be fixed on mileage distances and not as at present, on a tonnage basis." "That in the next annual mail contract the Governments of South Africa should give effect to the following principles:—(a) That public tenders be called for in open market; (b) that the new service should provide for greater speed, equivalent to a reduction of 24 hours, both outward and homeward bound; and (c) that the Governments' freight requirements should be kept separate and distinct from the mail contract." Mr. J. W. Jagger, in moving the latter resolution, said the present contract terminated September 30, 1910.

23. That the present rates of sea-freight from the United Kingdom are excessive, and that the rates of freight by the Conference lines should be abolished at the earliest possible moment

## SHIPPING.

## ARRIVALS.

AUTUMN, French str., 3,543, H. Verron, 23rd June—Yokohama via Shanghai 19th June, General—Messageries Maritimes.  
 ERNEST SIMONS, French str., 2,890, R. Girard, 24th June—Marseilles 24th June, Mails & General—Messageries Maritimes.  
 FETTER, Norwegian str., 801, Olaf Andersen, 23rd June—Hongkong, 24th June, Coal—Angard Thorsen & Co.  
 FUKUSHI MARU, Japanese str., 1,020, T. Ito, 22nd June—Amoy & Swatow 21st June—Osaka Shosen Kaisha.  
 GREGORY APCAR, British str., 2,361, S. H. Belson, 24th June—Calcutta 2nd June, General—David, Sassoon & Co.  
 HINSHAW, British str., 1,331, Smith, 22nd June—Hongkong 19th June, Coal—Jardine, Matheson & Co.  
 HITACHI MARU, Japanese str., 6,715, W. Townsend, 24th June—Shanghai 21st June, General—Nippon Yusen Kaisha.  
 JACOB DIERBACH, German str., 623, A. Uden, 23rd June—Haiphong 20th June, & Peking 21st June, General—Jensen & Co.  
 LAERTES, British str., 1,310, J. Jackson, 24th June—Saigon 20th June, Rice—Chinese.  
 NEUMANN, German str., 1,970, Fischer, 24th June—Pulo Laut 15th June, Coal—Jensen & Co.  
 NICOMEDIA, German str., 1,381, P. Wagmann, 23rd June—Portland (Or.) 17th May, General—Portland Asiatic Co.  
 NIKAI MARU, Japanese str., 1,493, R. Iori, 24th June—Mojji 18th June, Coal Mitsui Bussan Kaisha.  
 RUMI, British str., 2,240, R. W. Almond, 24th June—Manila 21st June, General—Sagwan, Thomas & Co.  
 SRETTIN, British str., 2,240, R. W. Almond, 24th June—Manila 21st June, General—Sagwan, Thomas & Co.  
 VIENNA, British str., 2,240, R. W. Almond, 24th June—Manila 21st June, General—Sagwan, Thomas & Co.  
 WONDER, German str., 1,411, W. Behr, 24th June—Haiphong 14th June, Rice and Timber—Butterfield & Swire.  
 YATSHING, British str., 1,426, M. Courtney, 24th June—Wakamatsu 19th June, Coal—Jardine, Matheson & Co.  
 YUENSHAN, British str., 1,950, Meyrick, 24th June—Manila 21st June, General—Jardine, Matheson & Co.  
 ZWENNA, British str., 911, Ramsay, 24th June—Samarang 14th June, Sugar—Order.

## DEPARTURES.

AT THE HARBOUR MASTER'S OFFICE.  
 24th June.  
 Aki Maru, Japanese str., for Shanghai.  
 AUTUMN, French str., for Europe, &c.  
 ERNEST SIMONS, French str., for Shanghai.  
 GULF OF VENICE, British str., for Moji.  
 NICHIEI MARU, Japanese str., for Canton.  
 SRETTIN, British str., for Shanghai.  
 TAININ, Chinese str., for Shanghai.  
 YOHOW, Chinese str., for Canton.

## SHIPPING REPORTS.

The British str. Yuenyang reports: Moderate variable winds and sea frequent rain squalls.  
 The Norwegian str. Fridtjof reports: Fine weather with outside gap. From fresh N. E. and equally.  
 The British str. Louise reports: Experienced fine S. W. winds during the trip, with cloudy weather at intervals.  
 The British str. Gregory Apcar reports: From Singapore to Bombay, but light to increasing strong S. W. monsoon, with high sea and may hard rain squalls. From Bombay, but to Hongkong, light variable winds showery smooth and fine, but low glass. Typhoon Barometer showing 29.65.

## VESSELS IN DOCK.

ABERDEEN DOCKS.—Pek King, Fukushima Maru.  
 KOWLOON DOCKS.—Tientsin, Yohow, Wang, Ching, Peking, S. M. S. Thale, Cosmopolitan DOCKS.—Kaifu, Yuenyang.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"

Captain A. E. Hodgins, will be despatched for the above Ports TO-DAY, the 25th inst. at Noon.

For Freight or Passage, apply to

"DOUGLAS LAFRAIK & Co., General Managers, 1101 Hongkong, 22nd June, 1907.

COMPAGNIE DES MESSEGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

Next sailing will be as follows:

S.S. "STYNDEN" ... 9th July.

S.S. "ERNEST SIMONS" ... 23rd July.

S.S. "TONKIN" ... 6th Aug.

S.S. "A. A. I." ... 20th Aug.

S.S. "POLYNESE" ... 3rd Sept.

S.S. "TOURANE" ... 17th Sept.

G. de CHAMPAGNE, Agent.

Hongkong, 12th June, 1907.

2

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blako Pier.
3. From Blako Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	SYRIA	Brit. str.	—	D. C. Grogan, R.N.R.	P. N. O. S. N. Co.	About 17th July.
MARSEILLES, &c., via Ports of Call	AUTUMN	French str.	—	Verron	Messageries Maritimes	To-day, at 1 p.m.
MARSEILLES AND LONDON	DEVAHA	Brit. str.	—	T. H. Hild, R.N.R.	P. & O. S. N. Co.	On 29th inst. at Noon.
MARSEILLES, HAVRE, COPENHAGEN, &c.	CATHAY	Brit. str.	—	—	MELCHERS & Co.	Reg. of Aug.
MARSEILLES, HAVRE, COPENHAGEN, &c.	PETRONIA	Dan. str.	—	—	HAMBURG-AMERIKA LINIE	About 26th inst.
HAVRE & HAMBURG via STRAITS, &c.	SPEZIA	Ger. str.	k.w.	Brock	MELCHERS & Co.	On 23rd July.
HAVRE & HAMBURG via STRAITS, &c.	SAXONIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINIE	On 23rd July.
NAPLES, HAVRE & HAMBURG	SILEZIA	Ger. str.	k.w.	Baile	HAMBURG-AMERIKA LINIE	On 23rd July.
NAPLES, HAVRE & HAMBURG	ROON	Ger. str.	k.w.	G. Mainers	MELCHERS & Co.	On 23rd July.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	SCANDIA	Ger. str.	k.w.	von Dohren	HAMBURG-AMERIKA LINIE	On 3rd July at Noon.
TRIESTE, &c., via SINGAPORE, &c.	HABSBURG	Ger. str.	—	Filler	HAMBURG-AMERIKA LINIE	On 7th August.
NEW YORK	E. P. FERDINAND	Aus. str.	—	Matovich	HAMBURG-AMERIKA LINIE	On 4th Sept.
NEW YORK	FRANK	Ger. str.	—	—	SANDER, WIELER & Co.	About 30th inst.
VANCOUVER via SHANGHAI JAPAN, &c.	YANDALI	Brit. str.	—	—	DODWELL & Co., Ltd.	On 2nd July, at Noon.
VICTORIA (B.C.) & TACOMA via JAPAN	ATHENIAN	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC CO.	On 20th July.
VICTORIA (B.C.) & TACOMA via JAPAN	SHAWMUT	Brit. str.	1 m.	—	CANADIAN PACIFIC CO.	On 4th July, at 4 p.m.
SALINA CRUZ, MEXICO, via PORT SAID	KATHERINE PARK	Brit. str.	—	E. V. Roberts	DODWELL & Co., Ltd.	On 17th July at Noon.
AUSTRALIAN PORTS via PORT SAID	ALDENHAM	Brit. str.	—	—	DODWELL & Co., Ltd.	On 7th Aug.
YOKOHAMA AND KOBE	CHANGSHA	Brit. str.	—	—	CHINA COMMERCIAL S.S. CO.	On 27th inst. at 4 p.m.
CHIFUO & TIENTSIN	CHINGTOW	Brit. str.	—	—	CHINA COMMERCIAL S.S. CO.	On 27th inst. at Noon.
SHANGHAI	CHINGTOW	Brit. str.	—	—	CHINA COMMERCIAL S.S. CO.	On 10th July, at 4 p.m.
SHANGHAI via SWATOW, AMOY & FOCHOW	CHINGTOW	Brit. str.	—	—	CHINA COMMERCIAL S.S. CO.	To-day, at Noon.
SHANGHAI, CHINGWANTAO, YOKOHAMA & KOBE	CATHAY	Brit. str.	—	—	CHINA COMMERCIAL S.S. CO.	About 27th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CATHAY	Brit. str.	—	—	CHINA COMMERCIAL S.S. CO.	To-day, at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	AMERICA	Ger. str.	—	—	DAVID SASSON & Co., Ltd.	About 25th inst.
SHANGHAI, KOBE & YOKOHAMA	SCANDIA	Ger. str.	1 p.m.	—	HAMBURG-AMERIKA LINIE LTD	On 29th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ LUDWIG	Ger. str.	—	—	HAMBURG-AMERIKA LINIE LTD	On 2nd July.
TAMU via SWATOW & AMOY	SIMLA	Brit. str.	—	—	MELCHERS & Co.	About 3rd July.
SWATOW, AMOY & FOCHOW	JOSHIN MARU	Jap. str.	—	—	P. & O. S. N. Co.	On 30th inst. at 10 a.m.
SWATOW & SHANGHAI	CHINGTOW	Brit. str.	2 h.	—	OSAKA SHOSEN KAISHA	To-day, at Noon.
CHIFUO, PAKHOI AND HAIPHONG	YOHOW	Brit. str.	—	—	DOUGLAS LAFRAIK & Co.	On 27th inst. at 4 p.m.
CEBU & ILOILO	KUUKANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
MANILA	LIAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst. at 4 p.m.
MANILA	SINGAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst. at Noon.
MANILA	SURGIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
MANILA	RUBI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst. at Noon.
MANILA	TEAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
MANILA, NAGASAKI, BRISBANE, SYDNEY &c.	YUNSHAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst. at 4 p.m.
KUDAT & SANDAKAN	ZAPIRO	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 6th July, at Noon.
SINGAPORE, PENANG & CALCUTTA	MANILA	Brit. str.	—	—	MELCHERS & Co.	On 18th July, at Noon.
SINGAPORE, COLOMBO & BOMBAY	BORNEO	Brit. str.	—	—	MELCHERS & Co.	About 29th inst. at 9 a.m.
YAVA PORTS	LAISANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-day, at 2 p.m.
	SCOTIA	Brit. str.	—	—	P. & O. S. N. Co.	About 29th inst.
	TYHAWONG	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
 FOR SINGAPORE, PENANG & CALCUTTA "LAISANG" ... Tuesday, 25th June, 3 p.m.  
 FOR MANILA "YUENSHAN" ... Friday, 28th June, 4 p.m.  
 REDUCED FARES TO STRAITS AND CALCUTTA  
 Hongkong to Singapore 1st Class, Single \$ 65. Return \$100  
 Penang " " " 85. " 170  
 Calcutta " " " 165. " 250  
 \* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
 \* Taking Cargo on Through Bills of Lading to Chio, Tientsin, Newchwang and Yangtze Ports.  
 For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.  
 HONGKONG, 22nd June, 1907.  
 GENERAL MANAGERS. 18

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 29th June, Noon.
ZAPIRO	2540	A. Fraser	Manila	On 6th July, Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGER.

Hongkong, 24th June, 1907.

15

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 4th March, 1907.

16

## EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, CHINGWANTAO, YOKOHAMA AND KOBE	"CATHAY"	About 26th June
DUNKIRK, COPENHAGEN and ST. PETERSBURG	"PETRONIA"	About 26th June.
MARSEILLES, HAVRE, COPENHAGEN & BALTIC PORTS	"CATHAY"	Reg. of August

For Further Particulars, apply to

HONGKONG, 20th June, 1907.

MELCHERS & CO., AGENTS. 9

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	About 7th Aug.
TREMONT	9,606	T. W. Garlick	" 8th Sept.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

QUEEN'S BUILDINGS, Hongkong, 4th March, 1907.

DODWELL & CO., LIMITED, GENERAL AGENTS.

7

## HAMBURG-AMERIKA LINIE

## PASSENGER SERVICE.

BY the new steamers, "RHEINLAND," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amply fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILEZIA" carry first-class passengers Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

SCANDIA ... 2nd July

HABSBURG ... 1st August

RHEINLAND ... 1st September

HOHENSTAUFEN ... 1st October

HOMEWARD.

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG

SILEZIA ... 12th July

SCANDIA ... 7th August

HABSBURG ... 4th September.

## FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

AMERICA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 29th June

SCANDIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd July

SAXONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 15th July

NEXT SAILINGS HOMEWARD:

via STRAITS COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LIVERPOOL, GLASGOW, TUNIS, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

SILEZIA ... NAPLES, HAVRE & HAMBURG ... 12th July

SPEZIA ... HAVRE & HAMBURG ... 23rd July

SCANDIA ... NAPLES, HAVRE & HAMBURG ... 7th Aug.

SAXONIA ... HAVRE & HAMBURG ... 20th Aug.

HABSBURG ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 4th Sept.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amply fitted. Lighted throughout by electricity. Daily qualified Doctor and stewardess carried. Laundry on board.

VANDALIA ... NEW YORK ... 20th July.

12

## VESSELS ON THE BERTH.

CHINA COMMERCIAL S.S. CO., LTD.

## NOTICE.

THE Steamship

"MARIE,"

Capt. G. C. Christensen, will be despatched for SALINA CRUZ, MEXICO, via MOJI, JAPAN, on THURSDAY, the 27th June, at 4 p.m.

For Freight or Passage, apply to CHINA COMMERCIAL S.S. Co., Ltd., Hotel Mansion, Hongkong, 20th May, 1907.

995

## REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "BREARLEY" ... 2nd July, at Noon.

FOR BOSTON AND NEW YORK.

S.S. "SAINT PATRICK" ... 6th July.

For Freight and further information, apply to DODWELL & CO., LTD.

Hongkong, 25th June, 1907.

737

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA,"

Capt. T. H. Hild, R.N.R., carrying His Majesty's Mails, will be despatched from this for Marseilles and London direct, on SATURDAY, the 29th June



POST OFFICE NOTICES.

The China, with the English mail of the 30th May, left Singapore on Friday, the 21st inst. at 4 p.m., and may be expected here to-morrow, at 6 a.m. This packet brings replies to letters despatched from Hongkong on the 30th April and the parcel mails closed in London for despatch by the all sea route on the night of the 22nd of May, and for despatch overland on the morning of the 23rd of May.

FOR	PER	DATE
Hoihow, Pakhoi and Haiphong	Singapore	Tuesday, 25th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Shanghai	Tuesday, 25th, 9.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	China	Tuesday, 25th, 9.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra postage 10 cents)		
Chefoo and Tientsin	Huichow	Tuesday, 25th, 10.00 A.M.
Swatow, Amoy and Foochow	Haichang	Tuesday, 25th, 10.00 A.M.
Europe, &c., India via Taticorin	Australia	Tuesday, 25th, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

Macao	Sui Tai	Tuesday, 25th, 1.00 A.M.
Singapore, Penang and Calcutta	Laian	Tuesday, 25th, 1.00 P.M.
Manila	Laian	Tuesday, 25th, 2.00 P.M.
Hoihow and Haiphong	Jacob Diederichsen	Tuesday, 25th, 3.00 P.M.
Singapore, Penang and Colombo	Hitachi Maru	Tuesday, 25th, 3.00 P.M.
Macao	Sui Tai	Wednesday, 26th, 3.00 P.M.
Shanghai, Yokohama, Kobe and Moji	Gregory	Thursday, 27th, 11.00 A.M.
Macao	Sui Tai	Thursday, 27th, 1.00 P.M.
Manila	Laian	Thursday, 27th, 3.00 P.M.
Swatow and Shanghai	Yachow	Thursday, 27th, 3.00 P.M.
Keelung, Kobe, Yokohama and Portland	Nicomedia	Friday, 28th, 1.00 P.M.
Macao	Sui Tai	Friday, 28th, 1.00 P.M.
Cebu and Manila	Sui Tai	Friday, 28th, 3.00 P.M.
Manila	Rubi	Saturday, 29th, 10.00 A.M.
Port of Spain, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide, Perth and Fremantle	Aldenhams	Saturday, 29th, 10.00 A.M.
Europe &c., India via Taticorin		Saturday, 29th, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
The Parcel mail will be closed on Friday the 28th inst., at 5 p.m.		

Macao	Sui Tai	Saturday, 29th, 11.00 A.M.
Swatow and Shanghai	Kiunkang	Saturday, 29th, 5.00 P.M.
New York	Braemar	Tuesday, 2nd, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Mongolia	Tuesday, 2nd, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
Europe, &c., India via Taticorin		Tuesday, 2nd, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

Europe, &c., India via Taticorin		Tuesday, 2nd, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

Europe, &c., India via Taticorin		Tuesday, 2nd, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

Europe, &c., India via Taticorin		Tuesday, 2nd, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

Europe, &c., India via Taticorin		Tuesday, 2nd, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

Europe, &c., India via Taticorin		Tuesday, 2nd, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

Europe, &c., India via Taticorin		Tuesday, 2nd, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

Europe, &c., India via Taticorin		Tuesday, 2nd, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

Europe, &c., India via Taticorin		Tuesday, 2nd, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

Europe, &c., India via Taticorin		Tuesday, 2nd, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

Europe, &c., India via Taticorin		Tuesday, 2nd, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

Europe, &c., India via Taticorin		Tuesday, 2nd, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

Europe, &c., India via Taticorin		Tuesday, 2nd, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

Europe, &c., India via Taticorin		Tuesday, 2nd, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

Europe, &c., India via Taticorin		Tuesday, 2nd, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

Europe, &c., India via Taticorin		Tuesday, 2nd, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

Europe, &c., India via Taticorin		Tuesday, 2nd, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

Europe, &c., India via Taticorin		Tuesday, 2nd, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

Europe, &c., India via Taticorin		Tuesday, 2nd, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

JOINT STOCK SHARE.

Hongkong, June 24th.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	Pa. 200	\$120.
Banks		
Hongkong & Shanghai	\$125	\$890, sellers
National B. of China	20	\$61.
Pell's Asbestos E. A.	125	6d. 37, sellers
China-Borneo Co.	125	49, sellers
China Light & P. Co.	125	161, sellers
China Provident	125	19, sellers
Cotton Mills		
Swatow	115	50
Hongkong	115	51, sellers
International	115	51.
Laon Kung Mow	115	100
Soyahse	115	325.
Dairy Farm	115	116, sellers
Docks and Wharves		
P. & W. Dock	115	115, buyers
New Amoy Dock	115	115, buyers
Shanghai Dock	115	115, buyers
Shanghai & H. Wharf	115	115, buyers
Fenwick & Co., Geo.	115	117, sellers
Green Island Cement	115	117, sellers
Hongkong & C. Gas	115	117, buyers
Hongkong Hotel Co.	115	117, buyers
Hongkong Ice Co.	115	117, buyers
Hongkong Rope Co.	115	117, buyers
Insurance		
Canton	115	127, sellers
China Fire	115	127, buyers
China Traders	115	127, buyers
Hongkong Fire	115	127, sellers
North China	115	127, sellers
Union	115	127, sellers
Yongtze	115	127, buyers
Land and Building		
Hongkong Land	115	110, sellers
Humphrey's Estate	115	110, sellers
Kowloon Land & B.	115	110, sellers
Shanghai Land	115	110, sellers
Westpoint Building	115	110, sellers
Mining		
Chongming	115	110, buyers
Banks		
Peak Tramways	115	110, buyers
Philippine Co.	115	110, buyers
Reduaries		
China Sugar	115	110, sellers
China Sugar	115	110, sellers
Steamship Companies		
China and Manila	115	110, buyers
Douglas Steamship	115	110, buyers
H. Canton & M.	115	110, buyers
Indo-China S.N. Co.	115	110, buyers
Shell Transport Co.	115	110, buyers
Star Ferry	115	110, buyers
Do. New	115	110, buyers
South China M. Post.	115	110, buyers
Steam Laundry Co.	115	110, buyers
Stores & Dispensaries	115	110, buyers
Campbell, M. & Co.	115	110, buyers
Powell & Co., Wm.	115	110, buyers
Watkins	115	110, buyers
Watson & Co., A.S.	115	110, buyers
United Asbestos	115	110, buyers
Do. Foundries	115	110, buyers
Union Waterboat Co.	115	110, buyers

VERNON & SMYTH.	
Quotations are:—	
Malwa New	... \$820 per picul.
Malwa Old	... \$850
Malwa Older	... \$880
Malwa V. Old	... \$920
Perian fine quality	... \$900
Perian extra line	... \$950
Potna New	... \$875 per chest.
Potna Old	... \$865
Benares Old	... \$865

HONGKONG TIDE TABLE.	
From June 25th to 1st July, 1907.	
High Water	Low Water
Time	Time
25th	25th
26th	26th
27th	27th
28th	28th
29th	29th
30th	30th
1st	1st

MESSRS. FALCONER & CO.'S REGISTER.	
June 24th.	
Barometer 9 A.M. 29.66	Therm. (Wetbulb) 9 A.M. 78
Barometer 4 P.M. 29.62	Therm. (Wetbulb) 4 P.M. 70
Barometer 1 P.M. 29.60	Therm. (Wetbulb) 1 P.M. 70
Thermom. 9 A.M. 81	Therm. Maximum 81
Thermom. 4 P.M. 81	Therm. Minimum 76
Thermom. 1 P.M. 81	Therm. Minimum 76

STEAMERS PASSED THE CANAL.	
24th—Macduff, Trinitas. 28th—Miguelde Larrinaga. 31st—Benveniste, Athol, Sinter, Sibrian. June 4th—Claverhill, Alderney, Konyak, Langkang, Titian, Andree, Rikmora. 7th—Lionel, Smita, Sumatra, Antiochus. 11th—Andree, Rikmora, Titian, Andree, Rikmora. 14th—Lionel, Smita, Sumatra, Antiochus. 17th—Lionel, Smita, Sumatra, Antiochus. 21st—Lionel, Smita, Sumatra, Antiochus.	

ARRIVAL AT HOME.	
June 22nd—E. B. Sutton, Abengo, Rhenania, Breconshire.	

SHIPPING IN PORT.

STEAMERS.

AKI MARU, Japanese str., 6,443, M. Yagi, 17th June—Shanghai 14th June, General—Nippon Yusen Kaisha.	
CANTON, British str., 1,130, Andersen, 20th June—Saigon 18th June, Rice and General—Bano.	
CAP CORO, British str., 2,310, Colin McLeod, 22nd June—Australia via Manila 19th June, General—Butterfield & Swire.	
CHINA, American str., 3,186, D. E. Frisley, 13th June—San Francisco and Shanghai 10th June, Mails & General—P.M.S.S. Co.	
CHUYEN, Chinese str., 1,177, C. Stewart, 22nd June—Shanghai 19th June, General—Chinese.	
CHOYANG, British str., 1,424, H. E. Sandbank, 23rd June—Shanghai via Swatow 19th June, General—Jardine, Matheson & Co.	
EMPEROR OF CHINA, British str., 3,046, R. Archibald, R.N.R., 2nd June—Yanconver, D.C. 14th May, Mails and General—C. P. R. Co.	
HAICHING, British str., 1,267, A. E. Hodgins, 23rd June—Fochow and Amoy 21st and 22nd June, General—Douglas, Lapraik & Co.	
HUICHOW, British str., 1,217, E. Forsyth, 19th June—Yichow 9th June, General—Butterfield & Swire.	
HUPPI, British str., 1,204, A. Mathias, 9th June—Amoy 7th June—Butterfield & Swire.	
KEONG WAI, German str., 1,171, T. Kohler, 19th June—Swatow 18th June, General—Butterfield & Swire.	
KOKO MARU, Japanese str., 2,69, Y. Minami, 22nd June—Kobe 12th June—Coal and General—Fukusui & Co.	
LAISAN, British str., 3,480, E. J. Todd, 11th June—Calcutta 25th May and Straits 5th June, General—Jardine, Matheson & Co.	
LIAN, British str., 1,352, Williams, 18th June—Chinkiang 13th June, General—Butterfield & Swire.	
LOO SUN, German str., 1,020, W. Taubert, 21st June—Bangkok 12th June, Rice and Wood—Butterfield & Swire.	
MARIE, German str., 1,169, Christiansen, 18th June—Moji 13th June, Ballast—Jensen & Co.	
MONGOLIA, American str., 8,759, R. H. Hathaway, 21st June—San Francisco 24th May and Shanghai 18th June, Mails and General—P. M. S. S. Co.	
NAMANG, British str., 4,035, P. H. Rolfe, 23rd June—Calcutta and Singapore 17th June, General—Jardine, Matheson & Co.	
NICHIE MARU, Japanese str., 8,810, R. Mirakawa, 23rd June—Wakamatsu 16th June, Coal & Acids—Mitsui Bussan Kaisha.	
NIKAI MARU, Japanese str., 1,144, W. Nakagawa, 18th June—Hongkong 14th June, Coal—Bano.	
OANPA, British str., 5,678, W. Cape Lyceet, 22nd June—Wooling 19th June, Flour, Lumber, &c.—Butterfield & Swire.	
PROGRESS, German str., 637, H. Pahren, 13th June—Hilo 9th June, Sugar—Simonsen & Co.	
PROGRESS, Norwegian str., 1,671, Th. Stjerling, 17th June—Samarang 8th June, General—Order.	
PROTHETHE, British str., 3,583, G. Moir, 20th June—18th June, General—Butterfield & Swire.	
RAJABU, German str., 1,189, O. Kook, 22nd June—Bangkok 12th June, Rice—Butterfield & Swire.	
SHOSHI MARU, Japanese str., 1,611, M. Nemoto, 21st June—Shanghai via Fochow, Amoy, and Swatow 20th June, General—Osaka Shosen Kaisha.	
SINGAN, British str., 1,046, Jamieson, 22nd June—Haiphong and Hoihow 21st June, General—Butterfield & Swire.	
SUMATRA, German str., 584, C. Nauds, 15th June—Manila 11th June, General—Moliers & Co.	
SURGIANO, British str., 987, G. H. Pennefather, 22nd June—Hilo 18th June, Sugar—Butterfield & Swire.	
TAIWAN, British str., 1,040, J. A. Martin, 12th June—Saigon 8th June, General—Chinese.	
TEAN, British str., 1,345, A. Somerville, 21st June—Manila 18th June, General—Butterfield & Swire.	
TELACHUS, British str., 1,342, Williamson, 14th June—Swatow 13th June, General—Chinese.	
TINGSON, British str., 1,156, S. M. Reynolds, 20th June—Wakamatsu 15th June—Jardine, Matheson & Co.	
VICTORIA, Swedish str., 989, Hellberg, 18th June—Samarang 8th June, Sugar—Aagaard, Thoresen & Co.	
Yochow, British str., 1,306, J. H. Brown, 23rd June—Shanghai via Swatow 19th June, General—Butterfield & Swire.	
YUNAN, French str., 2,216, Bra. 21st June—Singapore 10th June, General—Messageries Maritimes.	

SAILING VESSEL.	
TWEEDDALE, British str., 1,403, W. Haslerood, 27th April—Fremantle Island 23rd Feb., Landalwood—Gilmann & Co.	

STEAMERS PASSED THE CANAL.	
24th—Macduff, Trinitas. 28th—Miguelde Larrinaga. 31st—Benveniste, Athol, Sinter, Sibrian. June 4th—Claverhill, Alderney, Konyak, Langkang, Titian, Andree, Rikmora. 7th—Lionel, Smita, Sumatra, Antiochus. 11th—Andree, Rikmora, Titian, Andree, Rikmora. 14th—Lionel, Smita, Sumatra, Antiochus. 17th—Lionel, Smita, Sumatra, Antiochus. 21st—Lionel, Smita, Sumatra, Antiochus.	

ARRIVAL AT HOME.	
June 22nd—E. B. Sutton, Abengo, Rhenania, Breconshire.	

STEAMERS PASSED THE CANAL.	
24th—Macduff, Trinitas. 28th—Miguelde Larrinaga. 31st—Benveniste, Athol, Sinter, Sibrian. June 4th—Claverhill, Alderney, Konyak, Langkang, Titian, Andree, Rikmora. 7th—Lionel, Smita, Sumatra, Antiochus. 11th—Andree, Rikmora, Titian, Andree, Rikmora. 14th—Lionel, Smita, Sumatra, Antiochus. 17th—Lionel, Smita, Sumatra, Antiochus. 21st—Lionel, Smita, Sumatra, Antiochus.	

ARRIVAL AT HOME.	
June 22nd—E. B. Sutton, Abengo, Rhenania, Breconshire.	

STEAMERS PASSED THE CANAL.	
24th—Macduff, Trinitas. 28th—Miguelde Larrinaga. 31st—Benveniste, Athol, Sinter, Sibrian. June 4th—Claverhill, Alderney, Konyak, Langkang, Titian, Andree, Rikmora. 7th—Lionel, Smita, Sumatra, Antiochus. 11th—Andree, Rikmora, Titian, Andree, Rikmora. 14th—Lionel, Smita, Sumatra, Antiochus. 17th—Lionel, Smita, Sumatra, Antiochus. 21st—Lionel, Smita, Sumatra, Antiochus.	

ARRIVAL AT HOME.	
June 22nd—E. B. Sutton, Abengo, Rhenania, Breconshire.	

STEAMERS PASSED THE CANAL.	
24th—Macduff, Trinitas. 28th—Miguelde Larrinaga. 31st—Benveniste, Athol, Sinter, Sibrian. June 4th—Claverhill, Alderney, Konyak, Langkang, Titian, Andree, Rikmora. 7th—Lionel, Smita, Sumatra, Antiochus. 11th—Andree, Rikmora, Titian, Andree, Rikmora. 14th—Lionel, Smita, Sumatra, Antiochus. 17th—Lionel, Smita, Sumatra, Antiochus. 21st—Lionel, Smita, Sumatra, Antiochus.	

ARRIVAL AT HOME.	
June 22nd—E. B. Sutton, Abengo, Rhenania, Breconshire.	

||
||
||